

## CLARA

Several readers provided some innovative comments in response to our query "Can you CLARA-fy this?" (Jan–Feb 01, p. 40):

Cdr. Mike Enright, Operational Test and Evaluation Force, offered, "The term CLARA was an adaptation of the brevity code word CLARA in a publication covering terminology used in different aspects of allied and maritime operations. The use in communications to the LSO was a loose interpretation of its real definition meaning that a radar scope is clear of enemy contacts."

Doug Carlson, Newport News Shipbuilding, Va., took a different viewpoint, "Maybe this is close: **Cannot Locate And Report Acquisition.**"

Retired Marine Master Gunny Bob Duerden found a definition through the internet's Ask Jeeves, which stated, "CLARA (DOD): In air intercept, a code meaning 'Radar scope is clear of contacts other than those known to be friendly.'"

Former Naval Aviator Bill McCarthy, who witnessed the advent of the mirror landing system, remembered, "I can tell you that the mirror distracted you from the skillful placement of your aircraft in the most appropriate spot to expedite clearing the foul line. Nevertheless, when the highly skilled Naval Aviator arrived in the groove, it was assumed by all that he was in the ideal position to start down the glideslope, and who would challenge a Naval Aviator's choice of starting point? Therefore, if he did not see the 'meatball,' he would address a caution to the LSO, 'I can't see the meatball and I'm obviously where I should be, so **Check Lens And Roll Angle.**'"

Dick Shrewsbury added another note from the past, "In the early days of the canted deck, the Fresnel lens' stabilization system was primitive,

and would often get lost for no apparent reason. (We'd then revert to flat paddles passes, which we preferred anyway.) Also, in those early days of TV, there was a kids' show character named Clarabell, whose routine was to get lost a few times during each broadcast. So someone started asking, 'Where's Clarabell?' when the meatball strayed. And now you have . . . the rest of the story."

## Locator

I am researching WW II torpedo squadrons and would like to



**Mr. Jan Scott of Lovettsville, Va., submitted this photo of an LNE-1 glider. Seventy-four production versions of the two-place trainer were built for the Navy in 1942–1943 by the Pratt-Read Company, a piano factory in Deep River, Conn. A handful survive in museums and private collections. This one (BuNo 31561) is flown regularly from a private glider field in northern Virginia.**

communicate with any children or other surviving relatives of John C. Waldron and George H. Gay from VT-8 and Douglas M. Cossitt and W. A. Miller from VT-6. Contact Cdr. Don M. Drysdale, USNR (Ret.), 610 Newport Center Dr., Suite 700, Newport Beach, CA 92660-6498; 949-760-9677; dmd@donmdrysdale.com.

## Reunions, etc.

**VP-45**, 11–13 OCT, San Diego, CA: POC: C. B. Caldwell, 1061 Arnold Way, Alpine, CA 91901-2721;

619-445-5072; cbc@cts.com.

**"Coalition Air Warfare in the Korean War" symposium**, 17–18 OCT, Andrews AFB, MD. Hosted by the Air Force Historical Foundation in conjunction with the Air Force History Office and the historical centers and foundations of the Navy, Marine Corps and Army, the symposium is part of a series of events marking the 50th anniversary of the Korean War. To register, visit [www.afhistoricalfoundation.com](http://www.afhistoricalfoundation.com) or call 301-736-1959.

**NAS Trinidad**, 4–6 OCT, San Diego, CA. POC: Franklin Barrett, HC-33, Box-13, Witts Springs, AR 72686, 870-496-2285; barrett27@alltel.net.  
**VP-24**, 4–6 OCT, Waukegan, IL. POC: Richard Powell, 816 Highland Ave., Oak Park, IL 60304; 708-848-1568; rpowell@ci.river-forest.il.us.

**Salisbury Sound (AV 13)**, 11–13 OCT, Branson, MO. POC: Marian Bruce, 813 Branding Iron SE, Albuquerque, NM 87123; 505-293-3841; brubru@nm.net.

**VR-56**, 13 OCT. POC: Don Zarembo, 757-444-3916; vr56admn@cnrf.nola.navy.mil.

**WW II Navy Aviation Repair and Overhaul Units**, 15–17 OCT, Chattanooga, TN. POC: Gene Lowe, 4324 Cherokee Trail, Gainesville, GA 30504; 770-536-4008; gblo45@cs.com.

**Sicily (CVE 118)**, 16–19 OCT, Annapolis, MD. POC: E. G. Smith, POB 369, Centreville, MD 21617-0369; 410-758-1659.

**NAS New York**, 25–28 OCT, Virginia Beach, VA. POC: Chet Atkinson, POB 62066, Virginia Beach, VA 23466; 757-495-1338.

**Constellation (CVA/CV 64)**, 26–29 OCT, San Diego, CA. POC: Paul McGehee, 711 Ogle Dr., Richland, MO 65556; 573-765-4788; hooah-p5@prodigy.net; [www.ussconstellation.org](http://www.ussconstellation.org).

## Corrections

### May–Jun 01

Page 30: The National Intercollegiate Flying Association championship competition is held in Grand Forks vice Fort Union, N.D.

### July–Aug 01

Special thanks to HSL-51 Maintenance Officer LCdr. Jeffrey Barta (piloting this helo) for catching the incorrect photo caption on page 3. It should have read: an SH-60B *Seahawk* of HSL-51 Det 4 operating off of *Chancellorsville* (CG 62) conducts underway replenishment in the Gulf of Thailand.



### FIRST HELO TRAP?



A historian in the Naval Historical Center's Aviation History Branch came across this interesting photo. We would like to know if any of our readers participated in or witnessed this amazing event. Note the landing signal officer's location!

## ANA PHOTO CONTEST



PHAN Daniel McLain won the bimonthly ANA photo competition with this moody shot of a Sea Control Squadron 38 S-3B. The *Viking* is secured in front of *Constellation's* island—displaying CV 64's hull number in red,

white and blue lights—during the carrier's port call in Fremantle, Australia.

For deadline, submission and award details for the ANA Photo Contest, call 703-960-2490.